

SECRET

ROUTING

FROM :

CHIEF

ACTION:

D/CHIEF

INFO :

OPS

PLANS

HOLD FOR:

IN 75410.

~~2-23-4~~

and 2-12

~~2-12~~

OSAI-15

25X1A SECRET 210713Z CITE [REDACTED] 0506

25X1A PRIORITY [REDACTED]

OXCART OPS MAT/RID

A. NON OPERATIONAL SORTIE REPORT

B. (1) ARTICLE 129, FLT 245

(2) SORTIE 67T087. DATE: 21 NOV 67

25X1A

(3) PILOT: [REDACTED]

(4) PURPOSE: TRAINING. ROUTE: TRAINING ROUTE 8

(5) MISSION: UNSUCCESSFUL. LOSS OF LEFT FILLET

(6) TAKEOFF: 0400Z, LANDED: 0450Z. DURATION: 0:50

(7) T.O. DIRECTION: 050 DEGREES

(8) T.O. GR WT: 107,100 LBS, C.G. 21.7 PERCENT.

(9) T.O. DIST: 5500 FT

(10) T.O. SPEED: 190 KTS

(11) RWY TEMP: 72 DEGREES

(12) WIND: 030/16/024

(13) PRESSURE ALT: -29 FT.

SECRET

REF DUPLICATION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. ONLY NO.

25X1A

IN 75410

SECRET

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- (14) MAX ALT: 25000 FT.
- (15) MAX MACH: .83
- (16) AP TIME: 0:10
- (17 THRU 21) N/A
- (22) TOTAL ACFT TIME: 367:25
- (23) N/A
- (24) N/A

C. SUMMARY: TAKEOFF NORMAL. AFTER TAKEOFF ACFT REQUIRED MINUS 2 DEGREE PITCH TRIM. IN THE CLIMB OUT AT 400 KEAS, 23,000 FT A VIOLENT LURCH WAS FELT AND THE MISSION WAS ABORTED. DURING THE FUEL DUMP THE AFT C.G. REQUIRED A 3 DEGREE NOSE DOWN TRIM. TOUCHDOWN WAS MADE WITH 15,000 LBS OF FUEL, THE DRAG CHUTE FAILED TO DEPLOY, THE RIGHT ENGINE WAS SHUTDOWN AND MAX BRAKES WERE USED TO STOP AT THE END OF THE RUNWAY.

D. DISCREPANCIES:

- (1) LOST THE LEFT FUSELAGE FILLET AT 23,000 FT, 400 KEAS.
- (2) THE C.G. APPEARED TO BE TOO FAR AFT AT T/O, REQUIRED A MINUS 2 DEGREE NOSE DOWN TRIM.
- (3) EXTREME AFT C.G. ON LANDING, 4000 LBS IN THE NUMBER 1 TANK, ACFT STILL INDICATED MINUS " DEGREE NOSE DOWN. NUMBER 4 TANK WAS EMPTY ON LANDING.
- (4) DRAG CHUTE FAILED TO DEPLOY ON LANDING ROLL.

SECRET TOR: 210801Z NOV 67

SECRET